

The

National Falcon News

JULY 2017

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1965 Falcon Ranchero
Darold Roy
Reno, Nevada

JULY 2017

ON THE COVER

Darold Roy's 1965 Falcon Ranchero, Reno, Nevada

Darold Roy (FCA #15340) writes us that he is an avid reader of *The National Falcon News*. He finds reading the stories about FCA members and their many styles of Falcons very interesting. However, he says he hasn't noticed many articles about the Falcon Ranchero.

We've tried to remedy that as we feature this month his story of the restoration of a 1965 Falcon Ranchero. There are some pretty dramatic before and after photos included in the article. Don't miss it; it starts on page 16.

CALENDAR OF EVENTS

JULY 12-15, 2017

2017 NATIONAL CONVENTION SACRAMENTO, CALIFORNIA

Hosted by Pacific Region Chapters.
Register online at westcoastfalcons.com.

AUGUST 18-19, 2017

19TH ANNUAL NORTHEAST REGIONAL MEET STURBRIDGE, MASSACHUSETTS

Hosted by Northeast Chapter.
Use form in this issue to register.

SEPTEMBER 8-9

MID AMERICA CHAPTER REGIONAL OVERLAND PARK, KANSAS

Hosted by Mid America Chapter.
Use form in this issue to register.

SEPTEMBER 29-30

TENNESSEE VALLEY REGIONAL/ALL FORD SHOW SEVIERVILLE, TENNESSEE

Hosted by Tennessee Valley Chapter.
Registration form available at falconclub.com/events.

Please send your FCA event information to
fca.editor@yahoo.com and admin@falconclub.com.

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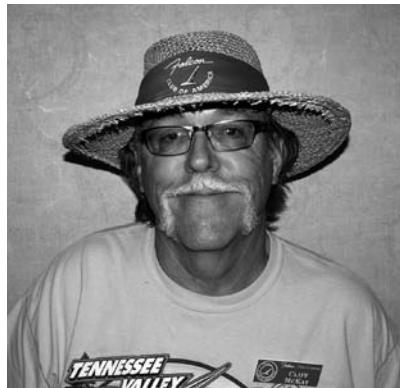
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The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

PRESIDENT'S MESSAGE



Cliff McKay
FCA President

Spring has sprung and summer is already upon us. Time seems to fly by like a Falcon and I'm just not sure I'm ready for that. Hope all of you have planned well and are ready to hit the roads for Sacramento, California, for our 38th National FCA Meet.

The summer months are the very best time of the year for our local chapter members to cruise around and be on the lookout for new Falcons and prospective new members. Invite folks to join in your local events. Our great Ford cars, trucks and vans are such draws; we just need to *show them and they will come*. Our friendly fellowship is hard to beat and is also a great recruiting tool. Don't forget to hand out your FCA business cards or pass along an older copy of our FCA magazine. Don't forget to take those kids to car shows too.

For those who are attending the National Meet in Sacramento, please plan on attending our Business Meeting on Saturday afternoon. This is where your votes are cast for President and Vice President (both one year terms), and a new Director (a five year term). Speaking of officer positions, we're always looking for interested members to volunteer. Other items that affect our club's operation may also be voted on at this time.

Approval has been granted for the 39th National Meet in July 2018 to be held in Wichita, Kansas. Their presentation will be shown during the 2017 Nationals. Looking ahead to 2019, a collaboration of chapters are looking at co-hosting the 40th National Meet in Arkansas, where the first National was held. Any chapters wishing to

"I encourage members to continue to help others who are interested in restoring or acquiring a Falcon for their very own."

host a National Meet for 2020 and beyond need to be in attendance to promote their ideas and proposed plans.

I encourage members to continue to help others who are interested in restoring or acquiring a Falcon for their very own. Continue to spread the word on our great club and its many benefits.

Group travel caravans can be lots of fun and can help build a true sense of camaraderie between FCA members. I highly recommend member participation as it builds new friendships and renews old acquaintances, and ensures safety in numbers while traveling. Another benefit is that others are available to lend a helping hand if a problem should arise along the way.

July 12 is almost here, so be sure that you have your registration for the Meet made. The event hotel facilities are very close to sold out as I write this, so we are planning on a large turnout. Cancellations may open up rooms. Please take care traveling to and from Sacramento. Do not take chances on pushing yourselves or your Falcons beyond reasonable limits. Just a reminder, it will likely be very sunny, so bring along plenty of sunscreen, fluids, and whatever else you require to protect and comfort yourselves.

Remember each day is indeed a present. Take care and may God bless. Hope your summer is full of fun for your family. Enjoy flyin' those birds safely down America's highways and byways!

—Cliff McKay (FCA #7987)
Peck, Kansas



Photos By Wally Tirado

LOUISIANA REGIONAL

Hosted By Bon Temps Chapter
Gonzales, Louisiana • April 21–22, 2017





Laissez les bon temps roulez



—More photos on page 13

Is it a FALCON or Is it a FRONTENAC?

In 1960, Ford Canada introduced the Frontenac. Like Lincoln was to Ford, it was a separate division. Produced for the 1960 model year only, the Frontenac was essentially a 1960 Falcon with its own unique grille, taillights, and external trim. It was the second-best selling compact in Canada during its one year. The car may be the most Canadian-looking car of all time, thanks to the red maple leaf logos emblazoned on each hubcap, grille badge, and in the steering wheel center.

The Frontenac is one example of U.S. automakers' attempts to market slight variations of U.S. models as unique Canadian makes like Ford's Monarch and Meteor brands, and GM's Acadian. It was its own marque, and was marketed as such.

When the Falcon was introduced, Ford of Canada had a long-standing policy of building cars for Mercury dealers to match almost every model Ford dealers sold. To continue this practice, a compact car like the Falcon was needed. The Frontenac was the result. It was not a Falcon Frontenac or a Ford Frontenac, nor was it a Mercury or Meteor Frontenac. It was simply a Frontenac.

The car was named after a late 17th century governor of New France, Count Louis de Buade, Comte de Frontenac et de Palluau. Both Quebec and Ontario have Frontenac counties named after this colorful count. His name was also used for a car manufactured by Dominion Motors Ltd. of Toronto, Ontario. Dominion Motors, reorganized as the Canadian-controlled successor to Durant Motors of Canada, who built several hundred Frontenacs from August 1931 to early 1933.

Production figures included 2,801 units for its two-door model and 4,671 units of the four-door model. Only 725 two-door wagons were made with the four-door model's output almost doubling that at 1,438 units.

Frontenac prices started at \$2,360 for the two-door sedan. Like the four-door sedan and two-door wagon, it was \$14 more than the Falcon. The \$2,740 four-door wagon was \$13 more than Falcon.

Painted in "lustrous baked enamel," it was offered in nine single colors and 14 two-tone combinations. The Frontenac's interior was almost the same as that of a Falcon. Any Falcon identification was replaced by Frontenac logos. The two cars were built side by side in the Canadian assembly plant.

The Frontenac used the same engine as the

Falcon—144 cubic inch, 90 hp six-cylinder motor. Three-speed synchromesh was standard but a two-speed automatic transmission was optional. Its wheelbase was 109.5 inches (2,781 mm), its length measured 181.2 inches (4,602 mm), and it was 70 inches (1,778 mm) wide.

Like the Falcon, the Frontenac was available in two- and four-door sedans. A few months after introduction, two- and four-door station wagons were added. Frontenac offered no sub-series or additional choice of models. DeLuxe trim was available, but was an option, not a model. This package was identifiable by the chrome trim around the side windows.

Visually, the greatest difference from the Falcon was its grille. Totally different from the Falcon, the Frontenac's grille was a bit more elaborate. Although the Falcon was devoid of all chrome on the sides except the fender script and DeLuxe window trim, the Frontenac had a bit more of the shiny stuff. In place of the Falcon script on the front fender there was a chrome wind split on the Frontenac. Near the front of this piece was a circular addition which was a small likeness of the center motif of the grille. Here, a red maple leaf was used instead of a gold one. On the rear fender were three, reverse teardrop-shaped chrome pieces, with a black rectangle in the thicker rear end. Frontenac hubcaps were similar to Falcon's in shape. Instead of "Ford" in block letters across the center, there was a good size red maple leaf in dead center.

The trunk-opening hardware consisted of a horizontal chrome piece, highlighted in the center by a black disc with script was situated below the trunk lid on the right side. The taillights were an interesting



THE EVENTFUL



FRONTENAC

and innovative deviation from those of the Falcon. The lenses were considerably smaller than Falcon's and they appeared to be the same shape and size as the dome lights used in several Ford models around that time, but were made of red plastic. The rim was very wide in order to fit the Falcon design. This broad rim was fitted with several bevels to reflect the light from the smaller lens. The Frontenac's taillights appeared to be about as large as the Falcon's.

Compact cars were a popular commodity in 1960, particularly the Falcon. In Canada, a total of 17,152 Falcons were built during the 1960 model year. At the same time, 9,635 Frontenacs were produced. In that model year of Canadian compact automobile production, Frontenac was second to the Falcon. Its total was nearly 32 percent more than the third-place Corvair. There were nearly three Frontenacs built for every two Valiants or Studebaker Larks.

Quite possibly, the Frontenac's success contributed to its early demise. It proved to be a good selling car for Mercury dealers. In mid-year, Mercury began marketing its version of the Falcon in the United States, the Comet. It was not built or sold in Canada

during the 1960 model year. It did go into production by Ford of Canada for 1961, however. That move made the Frontenac redundant, of course, so it was discontinued at the end of the 1960 model run.

In August 1960 a prototype 1961 Frontenac was driven from Halifax to Vancouver for a photo shoot only to learn that the Canadian model was discontinued from the domestic market and replaced by the Mercury Comet for the 1961 model year.

If you keep a keen eye out, you may just find one of these rare Frontenacs sitting on the show field at one of our Falcon regional or national events.

Sources of information for article include:

Canadian Cars 1946–1984 by P. Perry Zavitz

Auto Album by Tad Burness

1960 Frontenac—A Falcon in a Canadian Costume
by Tony Hossain

Wikipedia "Ford Frontenac"

<http://jalopnik.com/theres-only-16-of-these-canadian-cars-left-and-one-race>

Launching The Red Rocket

Engine Build and Installation

In an earlier article, I wrote about the purchase of The Red Rocket from Billy Pope. We had agreed that he'd keep the original 170 CID engine and in turn, he would install a new engine for me. I bought a 200 CID engine from Doug Browning that had come out of his 1968 Falcon, thinking that it would be a simple bolt-in operation. After the new motor sat in the weather for a couple of years, it needed to be rebuilt. Billy graciously agreed to do the teardown, delivery and pickup to and from the machine shop, then to help assemble and install the new motor.

After many months and many other projects ahead of me, my turn finally came and the new motor was disassembled and taken to the machine shop. After the machining, Billy reassembled and blue-printed the motor for me.

Due to some unforeseen circumstances, we found ourselves almost dead in the water. The backing plate between the motor and the C4 transmission did not fit. In fact, the motor did not seem to fit the transmission at all.

After nearly an hour of head scratching and frantic telephone calls, we were made aware that starting in 1967, Ford machined two different sets of transmission mounting holes in six cylinder blocks because the manual transmission bell housing is larger than the C4 bell housing. We had been trying to line up my C4 bell housing with the manual transmission mounting holes. To Billy's credit, he had started to figure this out, but an explanation from Steve Springer and another Ford mechanic buddy of ours confirmed Billy's suspicions and gave us the confidence to move forward. There are two upper sets of transmission mounting holes; C4s use the lower set and manual transmissions use the upper set. With the multiple sets of mounting holes conundrum resolved, Billy Pope, Frank Bell and I moved forward with the installation of the motor.

After the motor was set down on the motor mounts and bolted to the transmission, we had another smaller "Oh No!" moment. Billy



The day finally arrived for installation, and Billy brought the motor out to my shop.



Note the two upper sets of transmission mounting holes. C4s use the lower set as shown; manual transmissions use the upper set.

A Series by Jeff Schira

noticed a broken rocker arm shaft mount. He knew he had a spare mount at home, but we were disappointed that there would be no firing of the motor that day.

I had left off many of the peripheral items from the block, such as fuel pump, alternator, starter, water pump, etc., to try and minimize interference from these items during installation. Now it was my turn to work on the engine. It's amazing how many pieces there are to go back on an engine, and how many of them need to be painted. After a couple of days working on the motor everything was starting to come together. My working "days" usually only lasted two to three hours.

With the rocker arm repaired, and all the external parts attached, we finally fired the motor. To break in the cam, we ran the engine at around 2000 RPMs for about one-half hour. But all was not right. The engine was backfiring and running rough. One cause was found to



be a defective distributor cap. The rotor had almost worn out the contacts in the cap.

But, even after putting on a new cap, the engine was still rough. The engine timing just was not correct. After many head scratching moments, Billy theorized that the machine shop had not ground

—Continued on page 12

During assembly, I like to run a tap through all of the bolt holes, even on the rebuilt parts. It makes assembly a lot easier.



CHAPTERS BY STATE

Chapter Name	City	State	Region
Ontario Chapter	Burlington, Ontario		North East
Founders Chapter	Austin	AR	South Central
Frontier Chapter	Paris	AR	South Central
Arizona Chapter	Phoenix	AZ	Mountain
Central California Falcons Chapter	Bakersfield	CA	Pacific
Golden Gate Chapter	San Jose	CA	Pacific
Monterey Chapter	Monterey Bay	CA	Pacific
Sonoma County Falcons For Fun Chapter	Santa Rosa	CA	Pacific
Southern California Chapter	Simi Valley	CA	Pacific
River City Falcons Chapter	Stockton	CA	Pacific
Mile Hi Chapter	Golden	CO	Mountain
Wild West Falcons Chapter	Grand Junction	CO	Mountain
Suncoast Chapter	Brooksville	FL	South East
Southern Coast Falcons Chapter	Pensacola	FL	South Central
Southeast Chapter	Atlanta	GA	South East
Lake Michigan Chapter	Gurnee	IL	North Central
Raptor Chapter	Princeton	IL	North Central
Hoosier Chapter	Greenwood	IN	North East
Wheat State Chapter	Wichita	KS	North Central
Bluegrass Chapter	Louisville	KY	South Central
Bon Temps Chapter	Baton Rouge	LA	South Central
Mason Dixon Chapter	Camden	MD	South Eastern
Metro Detroit Falcon Club Chapter	Allen Park	MI	North Central
The Northland Chapter	Hastings	MN	North Central
Gateway Chapter	High Ridge	MO	North Central
Greater Ozarks Chapter	Springfield	MO	North Central
Mid America Chapter	Kansas City	MO	North Central
Gulf States Chapter	Waveland	MS	South Central
Carolinas Chapter	Kannapolis	NC	South East
Erie Canal Chapter	Aurora	NY	North East
Ohio Valley Chapter	Trenton	OH	North East
Sooner State Chapter	Oklahoma City	OK	South West
Keystone Chapter	Carlisle	PA	North East
Northeast Chapter	Coventry	RI	North East

Chapter Name	City	State	Region
Blue Ridge Chapter	Taylors	SC	South East
Music City Chapter	Gallatin	TN	South Central
Tennessee Valley Falcons Chapter	Cleveland	TN	South East
Capital City Chapter	Austin	TX	South West
Heart Of Texas Chapter	Dallas/Fort Worth	TX	South West
Third Coast Chapter	Cypress	TX	South West
Northeast Texas Chapter	Gladewater	TX	South West
Space City Chapter	Houston	TX	South West
Lonestar Chapter	Mt. Pleasant	TX	South West
Alamo Chapter	San Antonio	TX	South West
Star City Chapter	Hardy	VA	South East
Virginia Falcons Chapter	Midlothian	VA	South East
Columbia River Chapter	Woodland	WA	Pacific
Rainier Falcons Chapter	Lynnwood	WA	Pacific

1960-1970 FALCON

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YOUR CLUB NEEDS YOU!

Each year at the National Meet the membership elects a new member of the Board of Directors. The By-laws require that a candidate must: (i) be at least 21, (ii) be in good standing with the FCA, (iii) have attended 3 of the last 5 National Meets, and (iv) not be a commercial vendor.

The Board, President and Vice President would like for you to consider running for election as a Director. In addition to the foregoing requirements, a candidate should be able to attend monthly Board meetings via Skype and be able to spend several hours a month on Board/FCA matters. The Board of Directors is responsible for the overall management and affairs of the club, and new and diverse members would assist the Board in performing its important duties. Thanks for your consideration of this request.

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Launching The Red Rocket



After a couple of days working on the motor everything was starting to come together.



To break in the cam, we ran the engine at around 2000 RPMs for about one-half hour.



The rocker arm is repaired and all the external parts attached and we finally fired the motor.



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down the valve stems properly. Sure enough, a compression test showed number three and number four cylinders had almost no compression.

As the motor has hydraulic valves, no adjustment could be made with the existing valve train. None of us was looking forward to tearing the engine apart to get the valve stems reground. Luckily, Billy had an old rocker arm with adjustable valves. We swapped rocker arms which allowed us to adjust the valves.

With the valve properly adjusted, the engine fired right and still runs as smooth as silk. We were all

overjoyed. It had taken two Saturdays and one Sunday afternoon, but the motor install was finally complete and the hood was put back on.

Now I alone am under the gun to get The Red Rocket back on the road. Still to be done are trips to the alignment shop and the upholstery shop for a new headliner and glass installation. After that, the exterior trim needs to be finished and then the interior.

—Jeff Schira (FCA #6235)
Arlington, Texas

Next in the Series: Headliner/Glass Installation





LOUISIANA REGIONAL

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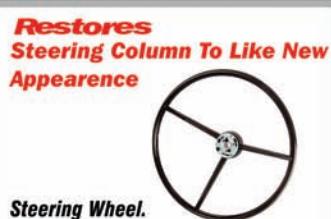
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1955-1979 Thunderbird 1960-79 Ranchero / 1968-71 Torino 1967-1979 Ford Pickup 1936-1965 Cushman Scooter

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1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow specialty heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan Keith Burgan in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide transmission, and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers. Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and information, please look at my website, tweettrevenger.com. Many Falcon Club members may remember the car from the Nationals in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, dweich@carolina.rr.com or 704-829-5435. NC. 170612



1962 Ranchero, Mustang II front end with rack and pinion steering and disc brakes. Rebuilt 302 V8 and professionally rebuilt C4 trans. Original body parts taken down to bare metal before pro applied clear coat paint job. New windshield, carpet, weatherstrip and much more. Polished grille and re-chromed bumpers. Looks and drives excellent. Too many projects, must go. \$12,650 OBO. Don Quaintance, 520-743-7250 or CDQ4795@comcast.net. Tucson, AZ. 170715



1962 Falcon, four door sedan, white, rebuilt six cylinder 170 CID, 101 hp, three-speed on the column, good condition, \$4,500. Sadly parting with my beloved Falcon after its many years as my daily driver around Portland. I've since moved out of the country, so it's time to let it go. My dad will be handling the sale: Greg Wilson, gkw@coho.net, 503-867-2596, Portland, OR. 170704



1963 Falcon two door sedan, white, 1966 200 six, three-speed manual. Excellent condition, 156,000 miles. Replaced gas tank and all brake parts with stainless steel brake lines. Trophy winner; owned 18 years. Original owners manual and extra parts. See January 2010 cover *FCA News*. \$7,500. Call 914-302-7742 or hotcarsvc63@aol.com. NY. 170501



1963 Futura convertible with 260 V8 and factory four speed, \$14,000. White with red inset along each side over red interior, white top. Bucket seats with console. Dual exhaust with resonator pipes; rear air shocks; over-sized tires on '70s Mustang Magnum wheels. Odometer works; actual mileage unknown. Rebuilt starter, recent brake job, garaged with included car cover. Overall GOOD condition. AM radio works. Runs strong, stops great. Rob Sides, rob.sides@gmail.com, call or text 512-666-9911. TX. 170510



1964 Falcon Futura hardtop, black with black bucket seat interior. 289 V8, C4 transmission, power steering, air conditioner, AM radio, aluminum radiator, rust free Arizona car. Ready to show and go, \$17,900. Mike, 307-272-7144. UT. 170709



1964 Falcon Sprint convertible, 260 cubic inch V8 four speed, black with red interior. Sharp original car, \$25,000. Jerry Benjamin, 309-830-5698. IL. 170515

1964 Falcon Futura hardtop, black exterior, black bucket seat interior, 289 V8 C-H transmission Power steering, AM radio, factory under dash air conditioner, dual exhaust, no rust ever. 3,000 miles since updated. Great car, ready to show and go. \$17,900. Mike Lewis, 307-272-7144. UT. 170505



1965 Falcon two door station wagon. Body style 59A, rare factory 289 V8, automatic transmission, power steering, power brakes, deluxe safety package. Purchased from original owner in 2003, nut and bolt restoration completed in 2005. Original color code "P" Prairie Bronze. Numerous first places in several concourse-judged events, featured in Hemmings Classic Car as restoration profile, January, 2009. Cover of FCA August, 2011. Gorgeous looking and driving car, restored to 99% factory stock presentation. \$32,000. Norm Huie, huiehome@cox.net for photos, details, and specs. 949-498-8974. CA. 170606

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible four speed, \$1,500; 1964 Futura hardtop bare body in primer on rolling chassis including many interior and exterior parts, \$6,400. 1964 Futura convertible, \$1000; 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura hardtop with Comet dash and 302 V8 three speed, \$2500. 1963 Deluxe Station Wagon, \$1,500; 1960 two door Comet, \$500. JL Branson, 4097 Hwy T, Marthasville, MO 63357; phone 636-228-4501 or email jlwbranson@mail.win.org. MO 170611

1965 Mercury Caliente, real nice body, new floor pans, \$3,000 OBO. 1964 Mercury Comet four door station wagon with 210 automatic nice body, needs floor pans, \$1,500. 1964 Mercury Comet, four door, nice body, 210 automatic, air conditioner 74,000 miles, still has 1974 license plate, \$1,500. Bob, 806-683-3550. TX. 170708



1965 Ford Sprint, maroon exterior and black interior. Professionally restored, four-speed transmission, V8 engine. The car only has 3,000 miles on it and has never been in the rain. It has been stored in a climate-controlled garage. It is in great condition. Asking \$15,500. For more information please contact Michael at 401-573-1959 or Michaela@airhartelectric.com. RI. 160709



1966 Ranchero, Viper Red with metallic Black Cherry trim. Original 289 and C4 transmission. Factory power steering and Vintage Air under dash A/C. Front disc brake conversion. Includes car cover and original front drums. Approx. 105,000 miles; approx. 20,000 miles since engine rebuild. Car has been driven on many cross country trips. Asking \$20,000. Call 816-880-4717 or email jlbmac357@gmail.com. MO. 170714

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The Build of My 1965 Falcon Ranchero



WHY

restore a Falcon Ranchero? Over the last few years I have helped a friend repair and restore his 1964 Falcon Sprint convertible; see related story in the February 2017 issue of *The National Falcon News*. While I am a Ford Mustang fan who restored a '67 Mustang to a restomod, I came to like the lines of the 1964 and 1965 Falcon while helping my friend work on his Sprint. I thought it would be neat to have a '64 or '65 Falcon Ranchero as

a local runabout and parts chaser here in Reno. These two Ranchero model years carried the basic lines of the Falcon cars using the same uni-body chassis.

Restoring classic cars is not new to me. I have always had an affinity for cars and, since my retirement, working on them has become my passionate hobby. To date I have completed frame off restorations of two '57 Chevys and restored and restomodded my '67 Mustang convertible. I am fortunate to have the facilities to do this work which

BY DAROLD ROY



includes a four bay, two story garage with a lift and crane (engine hoist). I am an active member of the Reno Mustang Car Club, Mustang Club of America, and now, with the restoration of my Ranchero, I have recently joined the Falcon Club of America. With my car club affiliations and auto shop facilities there is no shortage of people who seek me out for help in working on their cars, which I am happy to do.

After a few months of searching, I found a '65 Ranchero not too far away in Sacramento.

Inspection of the truck found that the body and frame were in good shape. Not the same could be said for the interior and mechanicals. Nonetheless the little truck was sound and worthy of restoration. The Ranchero was summarily hauled over the Sierras to my garage in Reno. Because the truck was a California vehicle with little or no rust, there was no need for a frame off restoration. With that, I set about bringing the Ranchero back to life.

Continued on page 24

CLASSIFIED ADVERTISING

—Continued from page 15

PARTS FOR SALE

Four 13" Falcon/Mustang wire wheel covers. Good to excellent condition. \$60 each or \$200 for all four. Original Falcon tachometer, \$150. Call or email John at 435-986-0323 or jbrem40@aol.com. UT. 170713

Selling as a lot—1963 Falcon Futura convertible parts. Front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 170716

Front and rear refurbished and re-chromed bumpers for 1962 or 1963 Falcon, \$1,200. Hood boomerang, refurbished and re-chromed, \$250. Front grille for 1963, refurbished and polished, \$600. Front headlight bezels for 1963–63 refurbished and polished, \$150 a pair. Prices are firm unless you take the entire lot for \$2,000. Can ship, guaranteed. Also have good straight 1962–63 bumper cores for sale with braces. Tony Getsinger, 864-934-4471, tonygetsinger@gmail.com. SC. 170710

C0DZ-3047-A, upper control arm shaft kit, \$65. C0DZ-3350-B, steering arm and bushing, \$95. C0DZ-3049-A, upper ball joint spindle support, \$65. C0DR-7A039-B, transmission ext. assembly, \$75. C0DZ-2128-A, wheel cylinder repair kit, \$5. C0DF-13304-A, turn signal plate, \$15. C0DF-13450-A, taillight lens, \$30. C0DZ-4211-C, differential pinion shaft, \$25. C0DF-13206-B, front park/turn signal lamp housings, \$200 for the pair. C0DF-5630-C parklamp lens \$24. C0DZ-3A130-A outer tie rod, \$35. C0DZ-3352-B steering arm and bushing, \$75. C0DR-7A039-B trans. ext. assy, \$75. C0DF-11654-C headlamp switch, \$45. C0DF-7A217-A trans. control switch and wire assy, \$15. C0DZ-7210-B shift selector lever, \$55. C0DZ-9A586-A and B carb rebuild kits, \$60 each. C0DD-5A283-F, exhaust hanger, \$15. C0DZ-1126-B, rear brake drum, \$130. C0DF-12370-A, Autolite vacuum control, \$36. C0DF-13304-A, turn signal plate, \$15. C0DZ-9155-A, Autolite FG-4 gas filter, \$15. Many more parts available. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 170601

WHERE IS MY AD?

Please resubmit your classified ad each month that you would like it to run.



1964–65 Falcon taillight assemblies, all except SW and Ranchero. Fully restored to #1 concourse presentation. Includes new assembly to body seals, \$500 per pair. With 1965 NOS lenses and gaskets, \$600 per pair. All plus shipping. Norm Huie, huiehome@cox.net for photos. 949-498-8974. CA. 170606

1966–70 Falcon wagon tailgate cranks with keys, single action gate, good used to NOS, \$165 to \$395; 1966–70 Sport Coupe vinyl top trim, two pieces, rare, good driver quality, \$125 for the set; Econoline horn buttons, \$35 each, one left; 1964–65 horn buttons, nice chrome, \$25–\$30 each. 1963 taillight lens, one pair, with back-ups, Glo-Brite, NORS, \$80 for the pair; NOS parklight lens, pairs, 1960: \$40; 1962–63: clear, \$40; amber, \$25; 1966/67, \$75. 1964 Futura horn rings: driver quality to very nice: \$60–\$175; 1963–64 Sprint horn ring, nice driver quality, \$60. 1964 NOS taillight lens, no backups, \$80 a pair; with back-ups \$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960–63 Comet dash clusters, one early, one late, very nice chrome, \$195; 1962–63 Futura 13" wheel covers, \$40–\$100; 1962 Futura front fender spears, good driver quality chrome, \$300 per pair; 1963 mid-model/custom front fender spears, three sets of good to very good driver quality, \$100–\$200 per set. New six cylinder header set, fits a 1966–70 engine bay, \$395; four bbl manifolds OEM Ford, C6OE, \$125 (two), C4OE \$395; 1964–65 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$495 for all. Three 1964 model Holley carbs on an Offenhauser intake manifold with linkage and chrome air cleaners, \$750. We have a 30+ year collection of Falcon and Comet parts; please call or email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964, or visit us at kelloggsgarage.com. CO. 170720

Nice 1963 Falcon console. Rear curved glass for station wagons, luggage rack. Four speed transmissions, top and side loader, also shifters. Two and three speed automatic transmissions, five and six bolt bell housings. Falcon grilles, fenders, door, hoods, trunk lids, air conditioners. Nice Mercury Caliente grille. Much more. Bob, 806-683-3550. TX. 170708

1964 Ford Ranchero power train for sale, rebuilt engine 170, M/T three speed, balanced clutch assembly and a drive shaft. Engine was rebuilt by a

professional engine shop about 500 miles ago, cost for engine rebuild only was over \$2,200 for which I have receipts. Engine has about 500 miles on it currently, \$2,000 or best offer. All parts are very clean and in great condition. Contact Gary at ztread@msn.com. Location of parts is in Southern CA. 170504

1964-65 Falcon parts: parking brake assembly, \$15; right side factory header from 1965 Fairlane V8, \$10; original 1964 Sprint gas tank, reconditioned, \$100. Fender emblems for 302 V8, \$7; heater switch, \$7; dash heater control plate, \$5; hardtop dome light bezel, \$3. 1965 Falcon chrome tail light "spider" trim piece, \$75. Can e-mail photos upon request. Contact Steve at 562-595-1876 or SteveWT324@aol.com. Long Beach, CA. 170511

Don Branson's 35 year collection of good used parts for 1960-1969. Hoods, \$75; doors, \$75; grilles, \$150-800; headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson; 4097 Hwy T; Marthasville, MO 63357; phone 636-228-4501 or email jlwrbranson@mail.win.org. MO. 160707

PARTS WANTED

Window seals for the stationary rear windows in the rear doors of a 1965 Ford Falcon station wagon. Please call Glenn Hoff at 215-721-2762 or email hoff.sandy@yahoo.com. PA. 160708

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170712

I need to replace the shifter assembly including bushings, etc. for my 1963 Sport convertible with 260 V8 and four-on-the-floor shifter. I would like to source one locally, but any resource is welcome. Rob at rob.sides@gmail.com or 512-666-9911. TX. 170511

1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all; partial sets, individual pieces OK. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit kelloggsgarage.com. CO. 170720

1963 Falcon Delux two door wagon parts. They must be in excellent condition either NOS or used: front bumper, grille, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, tailgate, power and or manual tailgate window parts, tailgate springs hinges etc. Keith Litteken, 11394 Revere Ln., St. Louis MO 63128-1416, 314-480-2556 or kslitteken@aol.com. 170601

MISCELLANEOUS FOR SALE

Shop Manuals by Ford: 1960-63, \$34.95; 1964-68, \$49.95 each; 1969-70 \$59.95 each. 1963 Owners Manual, \$14.95 Part Interchange Manual, 1960-65 or 1963-70, \$39.95 each. Falcon 140 page Road Test book 1960-70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077 or Alex@books4cars.com. WA. 170101

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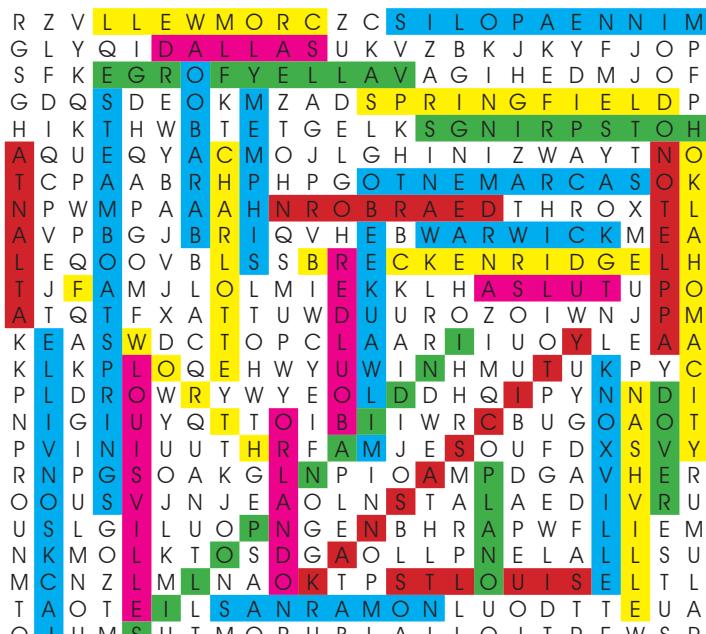
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We'd like to wish a warm welcome to our new members. It's great having you as a part of the Falcon Club of America.

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FCA #16071 Charles Dempsey 1983 W. Miller Rd. Morrice, MI	FCA #16083 Kevin Bice 702 Barton Blvd. Austin, TX	 A 20x20 grid of colored squares representing the answer key for the FCA Nationals Word Search puzzle. The grid uses a color-coded system where each color represents a different word or set of words. The colors include yellow, pink, green, blue, red, purple, orange, and black. The grid is filled with these colors in a pattern that corresponds to the words hidden within the puzzle grid.	
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Meet first Thursday monthly, 7:30 PM, Mar-Nov,
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John Lissandrello
18429 Ruby Lane, Morgan Hill, CA 95037
408-628-7397
sectreas@goldengatefalcons.com
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See montereybayfalconclub.com for
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Simi Valley, CA 93063
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636-677-4670
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Gurnee, IL 60031
847-244-4821
Meeting TBA

RAPTOR CHAPTER
Charles T. Mans
P.O. Box One, Princeton, IL 61356
815-200-6948
Meeting TBA

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Jim Boyer
jlbmac357@gmail.com
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Meet first Friday monthly, 816-288-7649

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316-640-0495
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12300 Churchill Ave., Southgate, MI 49195
734-225-1067
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417-761-2677
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Gary Brubaker
9200 Bradner Drive, Austin, TX 78748
512-289-5153
Meet third Saturday monthly; time and location
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call for details.

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Wally Tirado
7801 Alma Dr., Ste. 105-104
Plano, TX 75025
Meet third Saturday. Time and place set at
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112 Denman, Mt. Pleasant, TX 75455
903-572-9593
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER
David Gunnells
1786 Turkey Road, Gladewater, TX 75647
903-759-6850
For Club information, contact David

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405-820-4808
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713-703-5110
Meet second Saturday monthly. Prince's Drive-in,
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

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Todd Gaudin
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Cypress, TX 77433
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Lou Kosa
1 Pinetree Dr., Gulfbreeze, FL 32610
850-293-1131
Meetings TBA

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Mike Sigler
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Meeting info posted on Facebook page.

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Ben Norris, 1000 1st St.,
Bonanza, AR 72916 • 479-639-6735
Meetings TBA

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3955 Tolbert Rd., Trenton, OH 45067
513-312-8799

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Mike Barren
1310 E. Blood Rd., Cowlesville, NY 14037
Meetings TBA

HOOSIER CHAPTER
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2112 Wood Stream Dr., Avon, IN 46123
317-374-3580

Meet first Sunday monthly; Edwards Drive-In,
2126 S. Sherman Dr., Indianapolis, 317-418-8301

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Jeff Wied, 2593 Hill Rd.
Green Lane, PA 18054 • 215-234-8833
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Coventry, RI 02816 • 401-823-1059
Meet third Saturday monthly; check website for
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Trenton, OH 45067 • 513-312-8799
Meetings TBA

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Toronto, Ontario, Canada M9N 227
1-416-580-8234
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Meetings TBA

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Tony Honeycutt
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Concord, NC 28025
980-621-1787
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CAMDEN, DELAWARE
Patrick Varricchio
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410-256-2834
Meetings TBA

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166 Crowell Rd. SE, Conyers, GA 30094
770-560-3964
Les Triggs (July-December)
5034 Hugh Howell Rd., Conyers, GA 30094
770-939-9601
Meet first Sunday bi-monthly; call for details.

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Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA
Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER
Wayne Rollins
5542 Evergreen Farms Lane
Greenback, TN 37742
865-856-3030
wrjr57@comcast.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER
MIDLOTHIAN, VIRGINIA
Terry Critser
1212 Outspring Road
Chesapeake, VA 23322 • 757-646-3222
Meet second Sunday of March, June, September,
December. See website for locations.

The Build of My 1965 Falcon Ranchero

—Continued from page 17

Major restoration work included:

- Engine removal and replacement with a Ford 5.0 power plant tied to a five-speed AOD transmission
- Fabrication of a shift lever housing for the automatic transmission
- To make room for the new engine, a new Optima battery was installed in the compartment in the bed behind the cab.
- Removal of the entire front suspension system and replaced with a TCI front end
- Custom flowmaster dual exhaust system
- Installation of Classic Auto Air for heat and air conditioning
- All new digital Auto Meter gauges
- Installation of a 900 watt stereo system with external speakers in the front valance
- New wiring harness
- Replacement of headlights and all interior lights with LEDs
- New tires mounted on new aluminum wheels
- New carpeting
- Re-upholstered seat and door panels
- Headliner replaced
- New paint inside and out which I did myself; the paint is a Mercedes color.
- Acquired and chromed the front grille and side trim pieces.

The results of all this work? See for yourself. My little Falcon Ranchero garners much attention at local car shows and, most recently, gathers crowds at the now world-famous Hot August Nights classic car celebration held here in Reno early each August.

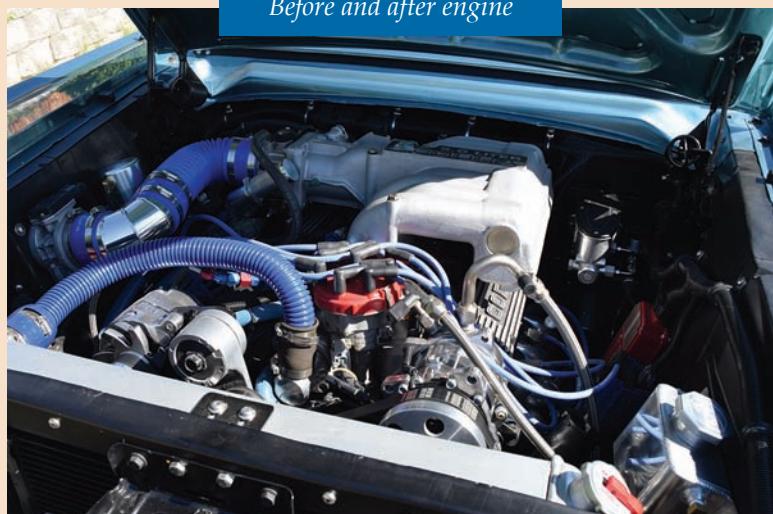
—Darold Roy (FCA #15340)
Reno, Nevada



Truck bed before restoration



Before and after engine





Before and after interior



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Don't forget to see some of the great visitor spots in and around Sacramento while you're there!

- **Old Sacramento Historic District** features a historic riverfront, boutique shops, restaurants and attractions.
- **California State Railroad Museum** is a popular railroad museum featuring 21 restored locomotives and railroad cars.
- **Crocker Art Museum** features Californian, European and Asian works of art
- **California State Capitol, Museum and Grounds** has a living museum, changing exhibits, and historical rooms.
- **The California Museum** is dedicated to telling the history of California and its influence on world culture.
- **Outdoor Recreation** includes biking/walking trails surrounded by natural protected habitats, scenic bridges, parks, fishing spots, kayaking tubing, and even white water rapids.
- **Northern California's Wine Country** offers over 200 wineries in the region—sacramentowineguide.com.
- **Downtown and Midtown Sacramento** has theaters, art galleries, boutique shops and entertainment.
- **Dining** with restaurants serving up the freshest ingredients via creative and unbelievable menus.
- **Gold Country** features picturesque Gold Rush-era towns where a heritage of gold and agriculture is celebrated.

When you are planning your trip, be aware that Sacramento is a starting point to many great places in California:

88 miles to San Francisco • 44 miles to Gold Country • 168 miles to Yosemite
60 miles to Napa/Sonoma Valleys • 187 miles to Monterey Bay • 122 miles to Lake Tahoe

For more information go to westcoastfalcons.com/visitor-guides-for-sacramento-california/.

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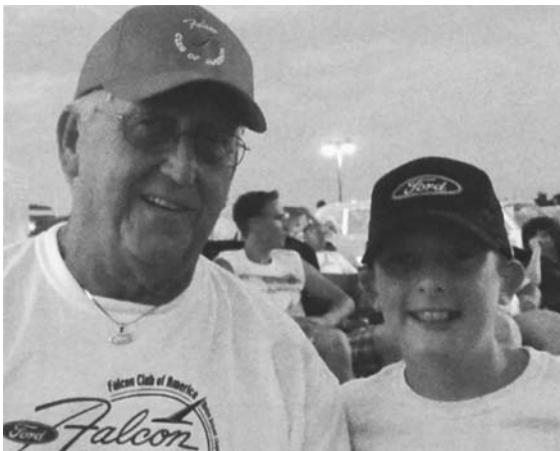
On a beautiful Saturday last July, the judging began at Baraboo, Wisconsin's National Meet.



NATIONALS



Dave and Mary Wagner were spotted enjoying the 2012 Louisville National Meet.



At the Dearborn Nationals in 2010, then-FCA President Chuck Beason was showing his grandson Alex Hightower around.



Show field, 2014 Nationals, Overland Park, Kansas



T-shirts from the first 25 Nationals were displayed at the 2004 Silver Anniversary National Meet in Kansas City.

MEMORIES



Beverly Engle's 1960 Sedan won the Oldest Falcon award at the 2001 Nationals in Cromwell, Connecticut.



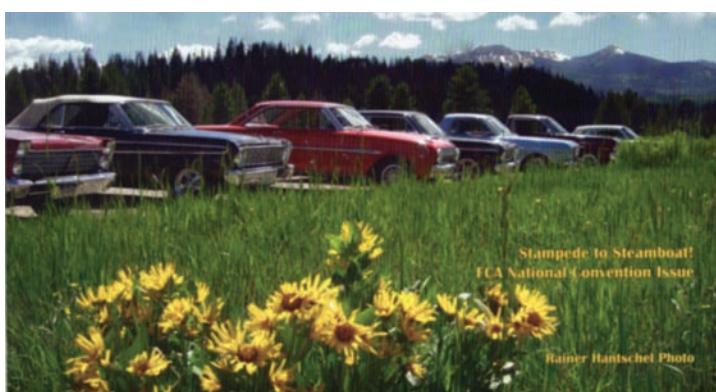
In 2013, Migrators line up in downtown Chicago before departing for Tulsa, Oklahoma.



The first meeting of the Falcon Club of America was held on August 17, 1979 in Jacksonville, Arkansas.



In 1998 Ontario Club members Fred Bruce, Larry Ritchie, Lloyd Marshment and Jim Norman pose by Lloyd's 1964 Falcon in route to Breckenridge, Colorado.



In 2001 these Falcons were on a "Stampede to Steamboat."



J. R. Freer of Greenwood, Delaware won Best of Show at 2002's "Nashville or Bust."



WHAT NEW MEMORIES WILL BE MADE AT THIS YEAR'S SACRAMENTO NATIONALS?

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Advertise your services affordably to FCA members.

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Individual Rate: \$120/year, payable annually

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Send artwork to fca.editor@yahoo.com.



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FCA Nationals Word Search

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O	J	U	M	S	U	T	M	O	P	U	B	L	A	I	L	O	J	T	R	E	W	S	R

Can you find hidden in the puzzle these cities that have all hosted FCA National Meets?

Appleton	Memphis
Atlanta	Milwaukee
Baraboo	Minneapolis
Boulder	Nashville
Breckenridge	Oklahoma City
Charlotte	Orlando
Cromwell	Plano
Dallas	Sacramento
Dearborn	San Ramon
Dover	Springfield
Ft Worth	St Louis
Hot Springs	Steamboat
Indianapolis	Springs
Jacksonville	Tulsa
Kansas City	Valley Forge
Knoxville	Warwick
Louisville	

Answer key is on page 21

HOW TO ADVERTISE IN



GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and / or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Ads and photos may be sent by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested.

The FCA reserves the right to refuse advertising from any person or business.

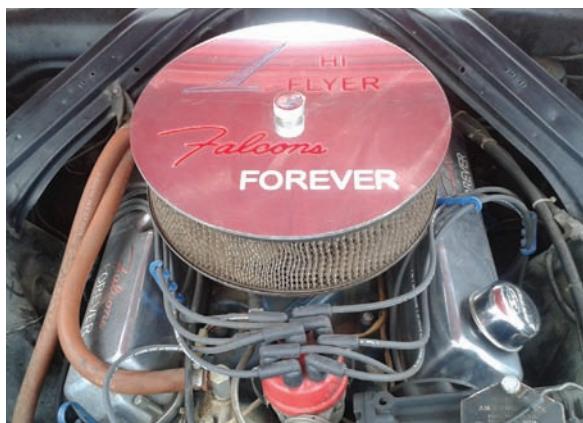
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PHOTOS
OF THE
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FALCONS UNDER COVER



These "under cover" photos were taken at the 2017 Louisiana Regional by Wally Tirado (FCA #7007) of Plano, Texas.



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